

# LOG OF LIGHT

JANE BANFIELD  
511 BOSTON  
MASSACHUSETTS

GUARANTEED  
INSPECTION IF NECESSARY  
MAILED

1072

WJ/03245-  
25/10  
#88

Franziska Lewermann

NH A

83-39 A

waterloo

M.S.

Ice

Before cruises.

Water

Kerosene

Alcohol.

Tea

Coffee

Sugar

Soap

Salt.

Butter

Milk

Cream

Towels

Rich towels

Floor cloths

Cheese cloth

Paper napkins

Bacone

Tools

Oil skins &c

Chairs

Proper dishes

In order

Stone

Food basket

Lamps

Presents given  
me for the light.

- |                                       |                       |
|---------------------------------------|-----------------------|
| Brass kumade and liquid compass       | May afford            |
| Pea jacket U.S. Navy                  | Salsbury Field        |
| Sterr and full service of plates etc. | E-Z. Wilson           |
| Private Signal Flag                   | Ethel and Harry Banks |
| Binoculars (Military)                 | "The Village Company" |
| Wrist Watch.                          | Harold Gould,         |
| Leather waistcoat                     | William Wallace.      |
| Ship's Clock                          | Taiwan                |
| Bottle of Medford Rum                 | Lady.                 |
| Behauin Can. -                        | Rosemary              |
| Curtains                              | T.                    |

SEE Rear of Book for Notes.

Lead line - notes. At about a fathom from the lead, insert a wooden toggle for the leadsmen to handle it by.

Calling. If the 3 fathom mark is even with the water call "By the Mark, Three!"

If the leadsmen judge the surface to be between 3 and 5 fathoms he calls  
"By the deep Four."

If  $3\frac{1}{2}$  fathoms

"And a half Three"

If  $3\frac{3}{4}$  fathoms

"Quarter, less four."

# Cat-boat "LIGHT"

## Dimensions

Overall

Waterline

Beam

Height of MAST

Length of Gaff

Length of Boom.

Engine.

History and Log of the  
Catboat "Light". 1

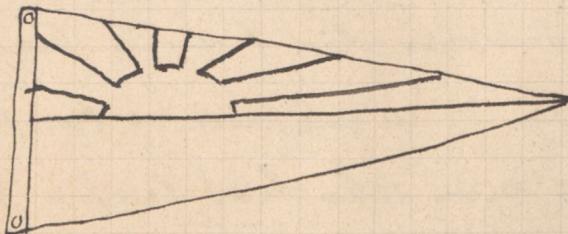
The first time I saw this boat she was called the "Black Cat". I was standing on Steamboat wharf Nantucket, when suddenly around Brant Point came a big cat boat with beautiful lines - jet black and shining - glistening. The wind was a three-reefer and she came in under a full bellying sail - white. She anchored quite near the Lillian's moorings and I saw ~~four~~<sup>three</sup> men aboard of her. I waited till they came ashore - Mr Frank Livermore, a Paul Matheson, a Judge from Providence - ~~the fourth~~<sup>almost</sup> ~~light~~. I went up to them and fairly raved about the boat. Mr Livermore told Matheson to take me aboard which he did and never did I see a boat more perfectly appointed - a masterpiece of carefully thought out wrinkles, by a man who had had a life long experience with lousy cat boats. On coming ashore I raved again to Mr Livermore who said that cat boats were human - and his, ~~had~~<sup>almost</sup> them. A fine oldish gentleman - with a keen eye and a

happy generous spirit - he invited me to take  
a trip across to Chatham I think it was - but I  
was busy on a play and could not do it at  
the time - regretfully declining. I remember rowing  
the rest of the day. Charles Collins said at  
the time she was the finest boat going

This was in the month of              year .

I always remembered her and talked of her during  
my two years with "The Alofa" a 23 catboat originally  
called the "Ethelmarie" - built by Herbert Crosby, which I  
bought from George

In discussing the name Mary decided on "Light" and  
we made this private signal of a yellow rising sun over  
a blue horizon.



1919

## The History of The Purchase.

I went down to Nantucket for Holy Week to stay with W. Wallace at his boat house arriving Tuesday April 15<sup>th</sup> - that night we went to see C. Collins. I had previously written to him saying I had the money in the Bank ready for a 25' cat boat. To my regret and sorrow he told me Mr Livermore was dead and his estate was about to sell the boat. - that he was going up next A.M. and would telegraph me if she was sold otherwise I was to meet him at Pawtucket Cove on the following Sunday. He left and on Thursday night I received a telegram saying the boat had been sold. I was bitterly disappointed but I sent a telegram to Collins saying I would meet him in Pawtucket Sunday morning anyway to have a look at the boat. - because I loved her and wanted just to see the masterpiece again. I left that Friday A.M. Wallace cooking my breakfast for me - arriving in Providence at 1:30. My mother-in-law E. L. Wilson motored me down to Bristol to the Herrschoff's yards but they

told us it was impossible in these waters to  
pick up a shallow draft boat. Next A.M.  
Sunday we got Geo. Evans on the marine and  
motorized to Pawtucket and there behold her  
lying at low moorings - a radiant <sup>her</sup> Opera singer  
of a boat. She stood up proudly, with beautiful  
lines, a visible monument to Frank Livermore.  
How alive she looked! No one seemed to know  
who had bought her. We then tried to find  
the lady — going to the house on Ohio Av.  
but she was out. After a fruitless time  
in other yards — we gave it up as a bad job  
and telephoned to Nantucket — Collins saying  
when I came down again we would try at  
Marblehead. I came home Monday A.M.  
and told Mary — "Who bought her" she asked  
"We couldn't find out" I said — "But George Evans  
will know." So we telegraphed E. L. Wilcox to  
find out the owner's name — on Tuesday April 22<sup>nd</sup>  
and received an answer the same day. They wish were  
to see her that afternoon — E. V. Rosemond,  
at 45<sup>th</sup> Street but he was out.

~~breakfast gave it to him. He gave me a receipt & took it back to his room~~

~~about 10 A.M.~~

Mary went to call again on Mr. Penruddock  
on Weds. April 23<sup>rd</sup> and he received her (see p.)  
She told him how we loved the boat and he  
being a true and generous soul turned her  
over to us saying he had, had 60 boats, and  
as we seemed to want it more than he  
did - it was ours. We met at 3 P.M. and  
sat all afternoon on ships and the sea and  
made up the Bill of Transfer. I invited him  
to come down with me to Nantucket  
from Pawtucket on which, he sportingly accepted.  
On Friday he landed with me at the  
Century Club and we made arrangements to  
leave on the Providence Line - Tuesday night  
April 29<sup>th</sup> - arriving at the Con. Weds A.M.  
April 30<sup>th</sup>. I have telegraphed C. Collins to  
Captain us down - the idea will run no  
sealed order, but take it in easy stages  
with a stop at Osterville to see Mr. Croshys  
and take the lady as far as New Haven if  
possible. Collins answers O.K.  
Arranged for Drummey & Co. Suit of yellow oilskins.

Armetta Son' western - a U.S. Navy Watch cap and  
racing sneakers. Also Rubbers to wear over sneakers.

April 28<sup>th</sup>: Rumble's purchasing can buoy - shackles etc.

Neggs for charts from Providence to Nantucket - pair dividers  
Slip Chandlery for blue flannel flannel shirt and  
duffle bag - also belt

April 29<sup>th</sup>: Gene Rosemond and I left on the ratty  
old joy ride - seeing the captured German submarine  
in the harbor of New York. Horrible creature.  
We arrived at Providence - went to the Cross Hotel  
where we had a solid breakfast. Then Ellery and  
us in his motor and we bought rubber boots  
and dunnage. Then to see Mr. Cady at his office  
where we signed the transfer etc etc.

We then all piled into Ellery's car and went out to  
Pawtucket where Collins was waiting for us at  
anchor - sail unfurled all ship shape and ready - he  
had come up a week ahead with the dear friend  
to get every thing in ship shape style "in time"  
as he calls it.

We all went aboard the Lady giving us a bottle of  
Medford rum - and the skillet the Lorraines  
had used. We all sat in the cabin and drank  
to the Lorraines memory. Then Ellery with a  
table spoon of rum went to the bow and christened  
her the "light" - Collins beat on the private signal  
Ellery said "I christen thee the light in may the  
darkness every come night thee!"

Collins had her well stocked with food. A ham,  
biscuits etc. Had a brassard box in case we  
got cold. I then rowed back ashore with  
Ellery came out and we got under way leaving  
him at the Wharf. Edgy's start words were  
"I hope you have as good a time as we had".

# Log of The first Cruise

April 30th 1919

- Left Pawtucket Cove moorings at 10:10 AM.  
Fair tide - Cloudy wind sharp. Running free.
- AM 10:30 - Cloudy - wind dying.
- 10:45 Kameron light aboard
- 12 PM. Anchored off Copper Works - (old) Below Bristol. for Copper cross ballast as we felt tender. Took out with tender - Gene and I - ~~2.500~~ pounds of ballast. Charly storing it.
- 1:20 P.M. Started engine - passed through Tiverton under two draw bridges - blowing horn for them to open - strong head tide. Great sight - clear - sunny - warm - breezing up from S.W. Dinner under way - cooked by Gene. Coffee - beans - sandwiches and rum!
- The rule being that no traps positioned out until he had earned it  
Breezing up hard.
- 4 PM. Lee of Sandy Point. 3 reef breeze sprang up "bott end foremost" - Good luck for clams. Went ashore - No luck.
- 4:20 . Oilskins - took in gear. Blowing hard from S.W.
- 4:40 Salmon in sight.
- 5:15 Anchored lee of Fogland Pt. Went ashore for a small number of clams. No luck.
- 5:30 Up anchor and engine going started the founds started.

7:30 Came into Sakonnet having to dodge  
nets - and lobster pots.

Rush.

Came up to the dock. Cold. Went ashore and  
bought lobsters and more groceries, filled  
water bottles. Bought more things. Telegraphed  
to N.Y. from a local grocery store.  
Charly cooked a fine meal - lobsters. Boiled  
potatoes - bread - fruit.  
Turned in at nine and slept like a drowning  
man.

## 2<sup>nd</sup> Day

May 1<sup>st</sup> Up at 4:30 - Charly rousing us.

Made toilets. Cooked breakfast left at 7.  
got out tide and started. The engine going after  
terrible time. Tighed. Hitting gear on the  
dead. Almost dead calm.  
A fine run up back of North shore.  
Saw Cully Hunt in the distance.

1:05

Passed through Woods Hole under power  
and sail - tide against us 8 Miles an hour.  
Collins saw a seal. Storm signals up showing  
S.W. winds.  
Lunch en route. Had sandwiches I mean.

Going steady - engine never missed  
airline at Collier at 6:30 and passed through  
the can and tied up at the dock of  
Herbert's dock at 7 P.M. Very tired but  
happy. Running right. Wilton and  
Herbert and Mamie called - said it by calmer  
while in cockpit and the cold talked about.

Wrote about what . . . .  
and . . . .

3<sup>rd</sup> Day

May 2<sup>nd</sup> All day resting at Croshy's Yawl.  
Telegraphed N.Y. Gene bought a new cat.

New Catch.

Fly

Slipped man forward.

Cleats on Berths

Ventilator holes

Eggs in lazy jacks.

Gene fixed air pump. Sun. dried cushions  
and every thing. Lamps cleaned and filled.  
Then decided to get to Colonia so as not to  
waste time in the morning. Had a fine day  
talking and gossiping with Mr. Croshy, as fine  
a set of gentle men I ever hope to meet.

Left 6:05 and sailed to Colonia - deciding to  
go on side & come into the breakwater at  
Ortells hills so as to get away quickly.

4<sup>th</sup> Day

Saturday May 3<sup>rd</sup> After a fine night sleep  
and a frank dinner with Beatles. Up at  
six - fried eggs and bacon.

7:10 Up anchor as away soon laid due S. for  
Nantucket.  
Glorious weather. Warm sunny Wind light  
S.W.

8:40. Light Cross Rib light-slip.  
Good breeze freshen.

9: AM. Light half moon flood.

9:20. Half moon ebb.

9:50 Laid Nantucket - took drinks all round.

Found compass error - what we thought was  
Great Point light. Wabasso

Began to blow first gales - heat wind at tide.

Anchored unshipped - engine going - Shipped seas.  
Fot wth anchor facing anchor - Fot two complete  
anchors. Saw life savers when we crossed &  
passed Cape into Nantucket Marsh the breakwater.

Took Chart w/ all our strength to get around.  
Brand Point - came shooting into our mowing  
at 12 AM. as Wallace fled off Board House  
gun of war canoe.

Got out all cleanup gear for drying -  
cleaned up deck & made all snug.

Workers like heaven - in time up Mary &  
Gertie de Punder who were down on the ship.  
They came in to find us all slick sleep as British  
foragers. Wallace - Mitchell - Andrews and others  
were about to visit us.

### 5<sup>th</sup> Day Sunday

Day of rest. Slept aboard & fed at  
Hotel.

Rosamond left Monday. Took off propeller

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When I anchors her opposite Charlys - I had  
to leave on May 22<sup>nd</sup> for England to  
produce 3 Whi Fobs. I then returned  
in August and found that Mary had  
~~had \$1000.00~~ purchased the boat house from Capt. Robinson.

Before the summer was well on we  
(error!) brought it out right - one of the last boats  
<sup>brought about</sup> once when lots on Nantucket. Finding the mast 100  
<sup>I saw the</sup>  
<sup>possibilities!</sup> long, also boom. I sail'd on in October to  
Osterville with Charly and put it up for  
the winter with Wilbra Crosby. We  
had a wheel put on instead of a tiller.  
a new sail and a coffee grinder gear - (worm gear  
with drum) to haul up the centerboard.  
In June 1920 Charly and I went over with  
Sandy Smith on the yacht from Henshelt a  
small balsa and blew us to dinner and  
moored ~~up~~ us over with Douglas L  
Crosby where we took the old gal  
into commission and sailed them at 8 P.M.

getting to Nantucket 9 AM.

A beautiful starlight night, wonderful  
sailing we watched.

121 Real Sail 1920.

July 6<sup>th</sup> Tan & I set sail at 11:30  
Went back to Fiji shoal  
for the day. Dined - we came home  
to the morning where we had supper  
with the lights - a yacht party  
near us. One of the days of days!

July 9<sup>th</sup> Wind S.W. Light variable.

Maryann T. and I a same time to  
5 Fijian Point. Swam. Sailed to  
moorings. Sloop Medora - and others  
for N.Y. Yacht Club cruise. Supper at  
moorings. Found a sailing dory.

Beautiful sun day. Stayed about  
till 9 P.M. They boat Swan  
left today with provision of brass  
screws.

July 11<sup>th</sup> 3:00 A.M. to 4 o'clock

Bat - et al. with T - to Pocono.  
Fog and rain. W - S.W. Tea  
at moorings

July 16<sup>th</sup>. Jessie Framm T-31 L  
5 F Blvd 2 15 - blowing at 6:10  
Sunrise. Tex. Tried the Barny.

July 17<sup>th</sup>. J. F. W.T.I. L 5 F.S. at  
11:20 - Sun - wind W Barny -  
who but Karl Rely - Donald about.  
We had wind. Slight - Tried the  
Army for her - 1st time.

Preparing for Race. July 24<sup>th</sup>

Wind blowing 38 15 40 - 45 mph in gusts.  
all the boats backed out but Sid's  
and mine. The race was called off  
so Sid challenged me. I had Butler  
and Li West as the "Manta" Bros. I also  
invited Col. Andrews, as my guest.  
Sid challenged me as we layed out a  
course in the harbour and went  
3 times round it. I nearly blew over  
before we started setting the boom in the

water. Then this real race was a thrill  
that will only come once, because Sid was  
ahead all the way at the first gust  
nearly blew us both over at times.  
I had the advantage of Sid of having  
a perfectly trained crew. Bentley  
was magnificent and sailed a beautiful  
race. Our jibes won the admiration of  
the town. The Water Front was out in  
great numbers and Leeks with T. followed  
us with Tamasese. On the last lap  
Sid should have won but he tried a  
North River jibe at every 1<sup>st</sup> went away  
Barney and Myra and Pleasant at last  
beat white out Sid just looked on  
and laughed. Of course in jibes we won  
a half a lap. I gave up our Water  
melon, coffee & donuts. Great time  
at Sid's boat house discussing whether I  
should have the cap on us.

During this week. took Larry Chittenden at  
a boy called Pete for a calm sail.

Then a day with the Bany. at Key  
Post Bend.

Then Sat. July 31<sup>st</sup> S. did race in front with  
Karl Adam & Jim Todd - at  
topping - sailed a race with us to  
Poconos at back - Please forgive a chart  
(to the slate boat or the "lucky")  
25 Miles wind 35 with gusts S.W.  
we). We sailed before the wind  
for down we kept steadily over,  
then turning the slate boat in at  
the advantage and beat him to  
windward - coming in 2 minutes  
ahead at Chamberlain Dock.  
Not so much fun as it was  
just a race & mostly foolish  
happened.

Aug. 12<sup>th</sup> ~ 2m. In at the float  
for cleaning up after the race.

Aug. 10<sup>th</sup> - 1920. 1st Cruise -

Wind S.W. Moderate. Toggy.  
Dinner stored 8.40 a.m. Under way  
at 8.50. Boat pt. 8.55.

Jelly, Republic 9.8

Log Mart 17. af. 9.14

Sighted Maule Uni '4 to 11.

Rounded Cap Rose 9/15 12

Anchored 1.21 miles back of Edgård

Blowing very hard - in violent puffs.

Empty wt. Anchored among  
yachts - strong tide - Capt. of local  
schooner said he never saw it so  
bad here. Put down big anchor giving  
too much road which nearly forced me  
on the turn of the tide with a yacht.  
Sun came out with strong wind.

Brief and everything. Local fishermen  
towed us to a quicker anchorage

out of the tick - Got all sunburned  
below skin were ashore with T.  
Met a Nantucket fisherman who was  
Chamberlain's man. He told us  
the lay of the land - We went to  
the Drug Store for ointment for our faces  
as the wind & salt had burned them  
the color of beets. Then drove at the  
Steddy house - ~~wife~~ - Then telephone  
Mother at Nantucket. Then to bed  
- The air matress & "Success form"  
Sleeps fine. A quiet night in  
spite of the north wind overhead.  
Woke up to rain softly -.

August 11<sup>th</sup> - Edgartown.

Rain - Damn it - rain - for a  
full round ashore at my fisherman  
friend gave me ice from the May D.  
Then the local Market - cream & milk  
and peas. bread etc. They meddled

the old salts around the store that  
at the turn of the tide we'd have worse  
weather & they were right - for it is  
now snow & raining hard.

Pumped seven buckets out of the  
cliffsides hole - Put up awning  
- great success. Two boys rowed out  
at 8 o'clock. "Is that the town of Nantucket?"  
"Yes" I replied. - "Have you an engine?"  
"No" I said. - "Then - what did I tell  
you - Ah!" says he to his friend.

We are under a cliff - apparently a  
summer hotel for a row of people  
seen to have their eyes glued on us.  
Shows how absolutely foreign this place is  
~~from Nantucket~~ compared to Nantucket.

The character is totally different -  
more villagey, people are more friendly  
to me in the streets. And all want to  
talk.

We stay aboard. The barometer now  
going down further - rain, wind heavy

"This is the trip" to M.

at 3 P.M. The rain stopped - fog set in and cleared. We had lunch aboard.

Did chores, finished the awning tent fashion for the night - great success - giving the boat a very swaggy appearance. A rakish smart craft indeed and the best looking in the harbor.

We went ashore at 5.30 - the friendliest people - they took our hearts away.

I doubt if I can ever be as faithful to Nantucket again.

We raised whalers from the Province who set them off Gay Head. Half filled the ship to help them along for the night.

Night very foggy with stiff SW. Wind.

Got 20 dollars from the Wm. Von Tel.

In place of a telegraph office and SW

In Shute - opened a safe - told me he

was born at Nantucket - etc -

or else that came from a wind  
and winds watch as is the



Edgartown from our anchorage Aug 11<sup>th</sup> - 1920

With the telegrapher here & he explains he can't telegraph but his wife gets the message on the phone.

Aug 12<sup>th</sup> Thursday. Woke up to the sound of heavy rain. Rain gauge not a hit. Sun tried twice to come into the cockpit, but very feebly - Overcast day - in for a real bad spell as long as the wind did SW. Had a fine meal last night & after a long night sleep. Tearing off. Sun came out P.M. dried everything - put up

Awning for the night. Went ashore in 10' water at food - perhaps a lot.

Aug. 13 (Friday) Weather rainy.

Buckets. Thunder. Rose at 9:30

~~It~~ Blew hard all day. Sun came out - dried everything. Went ashore to get food. A kit disengaged by the hard blowing w<sup>th</sup> hard weather. Saw Jackson's new boat - he was the fisherman who was impeded by the Germans. See excellent article in the Gazette.

After dinner tonight - stars came out for a bit - weather soft mild -

and we sat in the cockpit - the town lit up by the incoming steamer - looked a boy town. We discussed the

"Unseen Guest" and said this was with the trip. Prepared food and lazy jacks - got the hold stowed by big Andrus at all shipshape by tomorrow - for we have decided to

this morning is good to set sail.

August 14<sup>th</sup> - At 2 a.m. lightning & wind freshening considerably. Decided to take off anchor & come & put in 3 reefs against accident in harbor as ship had been running. The river at 6:30 it looked as if it was flowing too hard to leave. But late decided to go as weather report said moderate winds & yacht flags were not stiff. Under way at 8 a.m. difficulty with heavy anchor at 7:30 - Ochroma all smoothly done. Cape Bojor astern 8:20 a.m. Sea moderate. S.S. Jay hauled up port bow.

9:07 a.m. sighted Mysore jet, light wind. Lumpy sea. Cleared Long Shoal at 9:17

Wind failed - let out reef - sailing under 2 reefs at 9:25 - Then wind increased up. Went through Tethes at 11:30. - Bear 11:45 - caught our mooring - put down sail as the moon won the blow. A really great adventure.

Put her up this season in  
the Laundry - Skipper chose a  
charge. Pease sold the laundry to  
the "Skipper" girls - had a devil  
of a time getting her "laundress"  
Skipper Chan put in a new  
centi board.

The 15<sup>th</sup> of the Annual cruise.

1920

Sat. September 11<sup>th</sup>. 3 reef Breeze  
NE breeze at Float - -

Tom Burns Charlie and an our  
first real' cruise

Left float ab. 10:12  
Board Pt. 10:25

Blowing hard.

Very rough. Wind veered W N.

C. got sick - so decided to  
weather it at Muskrat.

Arrived there at 12:10 - 2 hours  
from the float.

Went ashore - crossed to Life Saving  
Station. Met Master Harve.

Put kids in for two life boats.  
Had debris cold dinner. - Telephone  
Master. for Station.

Set sail - wind & sea moderate -  
at Cape Pop about to arrive at  
5:20.

The Gay Head passed us at 2015  
and Capt. Saunbury was as good  
as his promise to fire for the answer  
our warning with 3 blasts on his  
whistle. Oak Bluffs - coming up.  
Read calm in his horns off home  
around 18 P.M. Had dinner out  
at sea - army went to Govt meeting  
at their shacks around the town.  
To bed at 9.30 very tired.

Sunday 12<sup>th</sup>

Good restful sleep. Fine weather as at the Vineyard.

Faint Westerly wind - raining.

Good breakfast. Jim cracked his dome.

Left Oak Bluffs 7.55 - Dark and overcast. Wind stiffened in a tough 2 reefs.

East Chops 8.10 (Sun showed faintly for)

West Chops 8.25 (5" at 9 AM)

Tarpaulin Cove stream 10.15

Decided to go up Manomet Bright and so set a course through Quicker Hole for Cutty Harbor.

Robinson Hole at 11.07 stream. Big seas - Atlantic Ocean swell.

Very rough. Blowing hard.

Enter Quicker Hole 11.28

Water smooth under the lee of Nashawena Island. Enter Cutty Harbor - passing Jetty at 12.15 - Anchors behind wharf

at 18.23. Came on to rain pilot fish.  
We had dinner. Tired - long day.  
Ran up ship - over the alarm at  
and lights.

Wind about Tel. Nantucket. Hear May have  
decided not to come till Thursday,  
Had a swim. Saw a beautiful power boat  
call'd the Harpoon. Bought lobsters for  
Charli to cook. which he did.

Sun came out at 4. drying things off.  
Talked to fellow - cruises like anchors  
Early to bed and a sound sleep.

Monday Sept 13<sup>th</sup>.

Left Cuttyhunk - Sun well out. Tide going  
out and fair breeze

7.10 up anchor SW  
7.25 east buoy turned - set course WbN

Fair breeze wind shifts

8 A.M. Penobscot Island astern

Full Atlantic swell - Breeze dying out.

18.25 Wind fair dying out.

- 9.06 Flat calm. Sun put down line.
- 9.15 Still, flopping - Sun bearing off  
the fog.
- 9.30 Wind begins to breeze up.
- 9.32 Lights Hennan Chickens Lightship
- 10.15 H.L.C. ahead.  
Breezing more. Half a whole sail breeze
- 10.30 Tacked ship to clear off Cock.
- 10.31 Passed the span buoy off owl Cock.  
Very rough swell - wind S.W.  
Very misty on the shore - could hardly  
see Sakonnet Point. Suddenly through  
the mist came a giant squall - so  
suddenly - we just had time to lower  
our peak - as thin as sail.  
Wind blowing N.W. at the two seas  
meeting caused a terrible lumbering  
sea. We beat us all over reefs.
- 11.00 Wind dies out. Let out full sail  
again.
- 12.45 Dead calm. Saw submarine off.

Newport.

2:40 - good breeze - so made up our minds to ~~turn up~~ beat it up Sacramento River for it would be a long beat to Newport.

We were tired of the Swall.

This was so far the most beautiful sail of all.

All night till 1<sup>st</sup> Train-Bridge at 5:10 Squall began to blacken between the bridges at 5:20 in full the edge of it went through the second bridge - the railroad an an awe inspiring sight.

Magnificent work of Charlie.

The squall passed at went in either side of us - a little rain.

Charlie said. "We struck the light between the two and split it all" Afterwards we read it was the most squall since 68 in Prov. We just missed a bad time.

20-258 - Dropped anchor at Bristol  
Harbor.

Breeze up at night so put down  
escher anchor.

Slept well. Thursday Sept 14

Went ashore - had lunch at Holt  
after going all through Herreshoff's  
seeing the Resolute and the wonderful  
~~sailor~~. Tel Ba - at 1 P.M.  
telling him to meet us at the car  
at 5.30.

So up anchor at 145 as tacks up  
the Bay blowing a stiff breeze just all  
we could carry under 2 runs - arriving  
Pawtucket Can at 20 to 5 sc.

Charley did beautiful work beating  
into the car against the tide &  
with no wind.

Ellen met me - went to Rumford.

Had dinner at the Golf Club.

Then to 115 Broad where Ba plays  
on the organ till 12.

Wests Sept. 15<sup>th</sup>.

Left Pawtucket Cn at 9:35 A.M.

Walked west. at morning  
Glass bright.

12:35 Ent'd Newport Harbor

12:55 Dropped anchor - practically  
3 hours. at 10 miles an hour -  
going the tide with us. One  
half of the sun.

Got tired of Newport so had  
lunch - bought some food and  
started out w<sup>t</sup> anchor at 3:10

5:14 - flat calm at the Fort

Decided to run into Castle Point  
Cn. Did so. Saw the light-hous'  
keeper who gave us permission to  
lie at his wharf. - Very snug &  
beautiful - Calm night. Cool.  
and safe.

Walked about the cliffs and saw  
Brant's Rump.

We decided to get up at 3 - start at 4 at get across the ocean part of the return trip - in the early morning as it is apt not to blow so hard in the morning.

Thursday Sept 16<sup>th</sup> -

- Got up at 3:15. Got a fine breakfast washed up. Dark and cold - overcast. Lighter beat slow. I then rowed - and towed the Lynde out of Castle Point Cove - leaving the cove at 4:20. Dark - saw red and green lights of a big steamer - going into Newport ~~Q.~~ 5:50 A.M. Brekkin Ruf Lt ship ahead Light S.W. wind. Let our course East 7:55 Sakonnet Light astern. Breezing a little - tide with us. 8:30 Lighter Cuttyhunk 8:35 Sun beginning to come out. 9:40 Lighted Vineyard Sound Lightship Destroyer in the distance - S of us. 10:10 Head w/ Clusters Lightships ahead said Old Cocks

Charbi sick - Jan hit the wheel  
Then it began to blow as we came  
between of Penitence Lipe Island.  
Then saw a fisherman towing a  
sunken bawdory.

Blew so hard going back the wind  
up Nansome that I could not stem  
her so we ran into a little cove  
as best we all got up.

we ran into Hadley Harbor after  
dropped anchor at 1:20.

A delightful spot - a fairy place.

We slept the afternoon - rested.  
Put up canvas - got water

Blew heavy - a squall came at night  
the wind shifted to the NW. Stars  
came out clearing the world like  
maps

Friday AM. Sept 17<sup>th</sup>

Rested all morning. Clark cooked a meat stew with the cans left over. or stink.

Wind did not abate - till after dinner so we decided to make the Vineyard as it was much ~~a~~ a lee.

Left the Bay at 12.45

Stiff N.W. wind - 3 reefs.

Sea shuy dashed through Woods Hole - hitting the buoy at 1 PM in coming about we caught on tender as full her - almost breaking our oars. Saved them. Ticky moment.

West Chgs 1.25

East Chgs 1.45 Breezing shuy

Then shuy - very rough seas.

Decided to go to Nantucket - hoping for a lee which Nantucket. Lower peak at 2.45

Cape Pop Ahcan. 2.45

Sighted Marshfield ~~to~~<sup>to</sup> 3.55

Marshfield Abrean 3.50.

Terrific seas among the rips

all point abrean. 4.35

Jetty 5:30 - 4 hours and a half  
from Woods Hole.

Bear Point abrean. 5:45

Tied up at the float at 5:54.  
Wet - cold - but happy

One of the grandest experiences of  
my life - a bucket cruise.

=

Put her up this season with Bumby in  
the Ship yard. Had a new planking put  
in.

1921.

Oct 13<sup>th</sup>  
Maguire's return - and probably  
the last <sup>day</sup> cruise of the Lumm. Barney need  
for the 13<sup>th</sup> line. Beautiful day - wind by in  
N.E.

September 4<sup>th</sup> - 1921.

"1<sup>st</sup> Polpis Cruise." Rest Cure for Ba.

11 A.M. Wind N.E. blowing 40 miles - so decided to wait till the wind moderated because as this is a rest cure we saw no reason in getting wet. Left at 4:30 after having lunch with Charlie Collins at the Boat House. Ba cooking flapjacks. We decided to make it under whole sail - all the other boats returning under 3 reefs. We had a glorious sail up west E.N.E. had to tack all the way. Wind blowing us down several puffs. The entrance buoy I made and Capt Riddell set, great comfort to us mariners - we came in touching once outside and - two hog backs in the inside - anchored in the Eastern Harbor well up near the Matlatis landing at 6:45.

Put up awning - stored everything snug. Had for supper - Cocada (Hot) Cold Mutton - bread rolls and Pine Jelly - also a can of peaches. Washed up in no time. Then took a survey cruise in the "Worm" - and then 500 strokes for the air pump - Ba got his bread it was made it glow.

in \$50. Made up his bed - and talked  
till 10 P.M. Set riding tight.

September 5<sup>th</sup>. Blissful day scalloping  
Oysters - returned dinner Polk's at 1:15.  
Arrived at Morris' at 2:30

2<sup>nd</sup> Polpis Cruise. September 8<sup>th</sup>.

1921

Beautiful quiet day. Wind NE. East.

Left Moornigs at 11:55 - laid a buoy at  
Strong rock entrance to Polpis harbor.

Anchored at 2 P.M. outside to lay  
buoy. Had lunch. Then sailed in  
at half tide and didn't touch.

Anchored in Western harbor 3 P.M.

Slowed everything, swung. Put up awning,  
and spliced new rope lashings while T.  
looked a map. Then seeing Sid Mitchell  
at his farm - took the "U.U." and sailed  
to Bessie's landing. Sid gave us tomatoes  
and squash and Bessie and wife for lunch  
tomorrow. Then a swim. Escalator dinner -  
and a moonlight sail in the "U.U." - and  
so to bed.

This season was rather a failure  
for the boat had to lie at her  
moorings for 6 weeks on account of  
illness - during the fairest of all  
weather. She was put up Oct 24<sup>th</sup>  
and every thing made ship shape, and  
stored in barrels aloft. Skipper Cleon  
taking the mast out, and Burnidge  
storing her under the shed at the  
"Ways".

Wednesday - July - 2

2-

1922

Light SE Winds

9:27

Left Nantucket at 10:17 A.M. - noisy  
trade - Capt Collens, Capt Croley, Capt -  
Strong ~~and~~ cabin boy Field — and a  
bottle of rum.

Branl Point 9:50. —

Passed Jetties 10:07 - wind east -  
set our course N.W — tide running  
east — Sighted ledgeships - 10:50 —  
bearing N-NW. — Sighted Cape  
Poge @ 11:32 — grog was served to  
all hands —

Rounded Cape Poge 2:15.

Came to mooring at 3. P.M.

Furled sails and all hands took  
grog.  
Sun shining - wind  
light S.W.

Sailed the harbor with little rock  
Took motor to Gay Head - passing through  
Tunyan Harbor - Beautiful drive - Shore  
dinner. Stayed at Hotel - Capt Collens  
slept aboard the boat.

Thursday, July. Up at 5. Breakfast with  
Chanki at Nsd. — Fine quiet morning.  
Moderate S.W. winds. Tide will fall us  
at 8 A.M. Waiting for Captain. — Left  
moorings 8 A.M. —

Wind freshened strong

at 8:03 - Just as we cleared dock  
the tide took the small sail-  
boat we were towing and the  
tiller was caught - she upset.  
- All hands - Captain lowered her  
to shore - The boat was anchored  
as all baled. - Underweigh at

8:55 - At 9:08 - tow offset again  
- 9:55 tow baled - mast shuffled - spars -  
stored - and underway — 10:00  
Grog served to all hands. - Cape  
Poge abeam - 10:36 — Lightship  
bearing E. by S - 10.42 — Sighted  
Muskeget 10:47 — Water Tower - Nantucket  
sighted - 11:06 — Put in 2 reefs off  
Water Tower at 2:30 — Arrived <sup>Austin's Float.</sup>  
Jetties - 3:00 — Arrived ~~dock~~  
3:30 - Clean & grog all round  
all hands - cleaning - bailing off boat.  
Tea & Tuna cooked while  
Priscilla & Phoebe helped. Coffe - ditch  
and melons.

V. ed's report

1922.

Ray S. Deering took over the Ship Yard from  
Burney & Oelkers and so I had my boat put  
in his shop - and ordered things done  
which later on Deering was so rushed he was  
unable to do - In the winter ~~of~~ many told  
me that Hilda Cash knew a man who had  
just come here to live and to grab him as he  
was the mate of the "Entomana" "Alvin Arum"  
Grainger - sister ship to the old Speedwell.  
So he came to the house. We had several talks  
and shook hands on a year.

1923

Employed Captain P. H. Pedersen March 1<sup>st</sup> 1923.

He canvassed the deck of the light - put in new seats around the tiller - Put mahogany ribbons on the light and a mast wat. Changed all the cleats to brass - Brass chocks - Painted her with black Ripolin - also white Ripolin in her cabin.

He washed her out and painted her timbers and bilges with red lead.

We put in      pounds of lead ballast.

A wire topping lift - canvassed. The mowing was over hauled - and new gear fixed.

The Catnip was put into commission and Pedersen put in a new grating. He turned off the tender and put her in Bristol fashion.

I bought a piece of land 30' X 18" across Old North Wharf almost opposite my boathouse. The idea is to shift the present boathouse - across - raise it to span with the light to be stored under her, and a Cribbing the mouth afoot. Then build a ways and a new boathouse.

We came down for the season on June 21<sup>st</sup> after having spent 10 days with the Mannings.

At Albany,

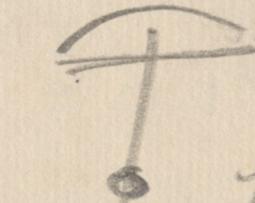
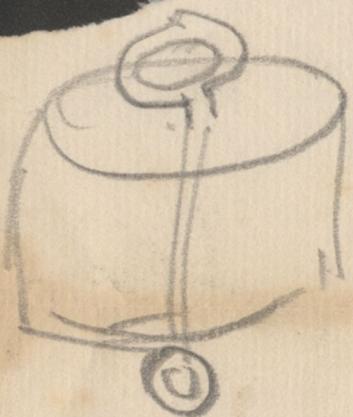
We found the "Light" dressed in bunting to receive us. New sailcover with shaps put on. Anchor put on deck with mahogany chocks. Portable block for sheet. Catnips put in commission - gratings fixed, etc. Cleaned up boathouse. Put can buoy out to mooring. Fished float. Put up awning at Boathouse. Bran cleats an UU. Slowed rope and tackle aloft. Helped Sickey with his troubles.

June 28<sup>th</sup> Made a member of the N.Y.Y.C. The Light never looked so beautiful. Pedersen made brass borders for the portholes. She is painted with Ripolin black and her deck brown sides white-Ripolin. Gold streak and white water line. New chain from Burns & Beck a dream come true. Already for Frank's and Prosser's examination. I must cable Frank.

Berhäuser Öl  
Böhlitz  
Dresden



EEET  
N  
ION



THE CENTURY ASSOCIATION  
WEST FORTY-THIRD STREET

25

Willie  
Chambers, Jr.

NE  
5 1/8 h glock  
Suzuki  
Glock  
4th floor  
Suite 1000  
1/2

~~5/8" Survival~~



~~FA LIGHT CARRIER~~

July 1st. - Sunday.

M W

A.M. P & I tried out the "Light" - first sail of this season. She responds beautifully to lead ballast - makes her stiffer and I can shoot far farther in making my moorings. This noon Stanley Buller challenged Charlie and I in the Catnip with one of his sailing ships and she trounced us.

P.M. 3:30 Taiaroa & I and P. had a glorious sail <sup>On Light</sup>. Whole sail breeze from E. and we went outside all up to 2<sup>nd</sup> point. A few changes necessary - sheet and ballards, etc.

July 2<sup>d</sup> and 3<sup>rd</sup> Working on Sidney's Boat - all hands.

July 4<sup>th</sup>: Fog - Damp, Fireworks at Leeds' Boathouse with the Lighthouse Raps and the Russian setting off the pin wheels. Karl Adams raced my "Catnip" and lost on account of not knowing the buoys.

During the days following the ballards were reserve and fairleads put on the spreaders to keep all ballards and hitches out of the gales.

Monday July 9<sup>th</sup>

Left mornings at 10. Two reefs. Wind N by W. Fresh.  
Tacked well in along the shore passed the "Wales"  
tower. Charlie in the Gilt Edge piloting us.

A beautiful day. We made the shoals and arrived  
Tuckernuck at 1 P.M. The Cartises met us and  
took us to their house and Sambo cooked our  
lunch for us. We left at 3 and got in about 5.  
We let out our reefs and came running in under  
full sail. The Medora at anchor. Prosser invited  
us to dinner aboard - a delightful evening. He  
told us of his opinion about the English debt. etc.  
After dinner we came up on deck to find a starlight  
heaven - the boat lights were on the wheel and  
innacle - nothing so impressive. Straight and  
the very life of the ship. Came in to float in the  
land - searchlight flooding the float.

Tuesday July 10<sup>th</sup>

Perfect Days

An evening sail on the light with T. North & wind.

Wednesday July 11<sup>th</sup>

A glorious sail to Waujet - returning in the evening.

Found Ruby Small - a pathetic figure at Waujet.

Backs of the South Gate is looking after him. If ever there was a tragedy. A silver - sea -

- sheffield silver and clouds as dark as

tarnished bronze. Frick P. a fine seaman and  
a splendid companion.

Wednesday July 11<sup>th</sup> Another evening sail.

Thursday July 12<sup>th</sup> Another beautiful summer day.

North wind - dry - cool - exquisite. Took Annie Foster for a sail outside and up harbor. Read that my old friend Albert Chevalier died. There is something very touching to me in his going. "My Old Dutch" as the "Soldier" sang it at Vailima is one of the great memories of my life. Chevalier wanted to play the Toyman and clung to that idea. Somehow C.F. was against it. and finally Cyril Maude played it. Supper at the Boat House.

Copper paint. E.V. Rosemond

In putting up a catboat be sure to use  
crude oil with a white wash brush and  
paint over the copper paint - need season with  
a wire brush she will just peel off clean as  
a boar's tooth.

### Moorings note.

Have a snap hook applied on a small rope  
with another snap hook at the other end snapper in  
the eye - bring the rope astic. Then all you have  
to do is to come up to your mooring till you  
come shade of your float. leave clean snap a line  
ring and pay out your sheet.

Brass Polish - "Betram's Oil Polish" - best for  
the sea

Lent 800 A's to Pedersen for horse  
1000  
1000

